

MAYOR STIRS UP R. T. BOARD.

COMMISSIONERS TO TACKLE
BRIDGE RELIEF PROBLEM.

Public Hearings on Scheme to Connect the Old and New Bridges—Subway Excavation Must Be Finished by Dec. 31—Move to Extend Tunnel on East Side.

Mayor Low took an active part in the meeting of the Rapid Transit Commission yesterday. One of the suggestions he made was that the difficulty of providing an adequate transit system between Manhattan and Brooklyn might be more speedily solved if the commissioners would help.

It also came out at the meeting that the board had informed Contractor John R. McDonald by letter that the whole of the excavation work on the subway must be finished by Dec. 31, in view of the necessity for opening up the blockaded streets at the earliest possible moment. The letter pointed out that work on some of the sections was not being pushed with the speed the public had a right to expect.

Another important matter discussed was the prospective extension of the subway on the East Side above Forty-second street.

Speaking of the bridge problem Mayor Low said:

There are three plans which have been prepared for the solution of the transit plan as between the two boroughs. These plans provide for a system of communication between the Brooklyn Bridge and the new East River Bridge. The first plan is proposed by a body of engineers employed by the old bridge (Commissioner) the second was drawn by Mr. Martin and the third one by the present Commissioner, Mr. Lind.

With your consent I would like to present these plans to this commission at next week's meeting, with the request that you give public hearings on them, and that you give to the whole matter and consider it with all the fulness and the wide scope necessary in order to treat with so great a problem as this.

We have to consider not only the conditions now prevailing at the Manhattan entrance to the Brooklyn Bridge but we have also to look forward to conditions which may prevail at the new bridge when it has been completed. I venture to suggest that the matter which needs careful study and thought is the providing of proper means of communication between the Brooklyn Bridge and the one now being constructed and other contemplated bridges. I think that more rapid progress toward the end of solving this problem will be made if the public inquiry, such as I have suggested, is conducted by this commission.

It seems to me if the maximum of benefit is to be derived from the new bridges there must be means of communication between them. I want this commission to constitute itself a committee of inquiry into this very important and far-reaching problem and to concentrate upon the plans which will be made possible to carry out that plan. I would like to present the plans of which I have spoken at the next meeting of the board. I think that the way I have suggested will tend to the wisest and speediest solution of this problem.

It is the duty of this commission to constitute itself a committee of inquiry into this very important and far-reaching problem and to concentrate upon the plans which will be made possible to carry out that plan. I would like to present the plans of which I have spoken at the next meeting of the board. I think that the way I have suggested will tend to the wisest and speediest solution of this problem.

The board unanimously decided to follow out the Mayor's suggestions and at next week's meeting arrangements will be made for the holding of a series of public hearings upon the plans which have already been drawn by engineers for the intercommunicating railroad and upon such other plans as may be suggested. The legal power of the board to put into effect the plans they may adopt will also be inquired into at these hearings. When Albert B. Boardman, one of the members of the board was asked for his opinion, he replied:

"You can get all the legislation you want to carry out your plan if you only get a plan that will meet with public approval. The only difficulty that confronts you is to determine what is really the most desirable thing to do from a public point of view."

William Barclay Parsons, chief engineer of the board, said that some plan of relief ought to be adopted for the reason that the prevailing conditions at the entrance to the Brooklyn Bridge were disgraceful. The Mayor rejoined:

As to that the difficulty is lack of proper terminal facilities. If it were possible to use the city Hall Park the congestion could be temporarily relieved at once, but I am told that every attempt to carry out such a plan is not only a failure but a disaster. The only way to solve this problem is to have certain property owners to prevent the extension of the city.

But it seems to me that the duty mostly imposed upon us is not with regard to the proposed terminal facilities but with regard to the removal of the congestion at the entrance to the Brooklyn Bridge. What we want to consider is how to connect these bridges to cope with the heavy traffic conditions of the city. It is not only a matter of public safety but a matter of public convenience. The only way to solve this problem is to have certain property owners to prevent the extension of the city.

In reply to the letter of the board relative to the time limit set on the excavation work of the subway, Contractor McDonald wrote a note while there have been from time to time certain differences of opinion between the chief engineer and himself, he did not say that they were in conflict or that he was in any way opposed to the work of the board. He said that he was in full agreement with the board and that he was in full agreement with the board and that he was in full agreement with the board.

A communication from Anderson (Chief Engineer) to the Mayor, dated April 23, 1902, in which he said that he was in full agreement with the board and that he was in full agreement with the board and that he was in full agreement with the board.

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TUG BLOWN TO ATOMS.

Boiler Explodes—One Killed and Three Badly Injured.

The boiler of the tugboat John Anson, belonging to her skipper, Capt. William Reichert, blew up early yesterday morning in Newtown Creek, at her moorings along the Chelsea jute mills at Greenpoint. One man was killed, three were injured, two probably mortally, and much property was destroyed.

The tugboat was blown to smithereens. What was left of her after the explosion went to the bottom of the creek. Fireman Donnelly, who had been nearest the engine room, was hurled into the air and tossed across the creek to Long Island City. He landed in the yard of the Knickerbocker Ice Company, about 500 feet from the scene of the explosion, and was picked up by a passer-by.

Fireman Cunningham and the cook, John Kennedy, were fatally scalded and tossed into the creek. They managed to swim to the shore and were picked up by a passer-by.

Watchman Moran, who was on the tugboat, was blown away from his post and landed in the roadway near Commercial street. His scalp was torn open from his forehead to the back of his head. The defender's deckwork was nearly all carried away and her smokestack was twisted out of shape. The other two tugs anchored nearby were also damaged. Every pane of glass in the neighborhood was shattered and many of the window frames and sashes were blown hundreds of feet. Scarcely a dwelling or factory escaped injury. All the electric lights along the creek were extinguished and some of the trolleys on the Greenpoint side and the Long Island City side were extinguished and some of the trolleys on the Greenpoint side and the Long Island City side were extinguished.

Police men, firemen and ambulances were rushed to the scene. The injured had been carried into the jute mill. Moran required medical attention and was taken to St. Anthony's Hospital. A heavy volume of debris is looked upon in banking circles abroad as a liability and therefore an element of weakness rather than of strength.

The management of the National City Bank has decided that it can utilize a larger amount of money to advantage in the bank's operations. With a volume of deposits ranging above \$150,000,000 it has been realized that the capital was too small. The bank is constantly concerned in financial operations of magnitude, and it is including important transactions connected with the Government. The law prohibits a bank from making a loan of more than 10 per cent. of the amount of its capital stock to any one borrower.

It is assumed that no new interests are to enter the bank, as the new stock is to go entirely to the present stockholders.

The National City Bank had outstanding last week loans of \$11,812,500, held in specie \$25,602,000 and in legal tenders \$762,200 and deposits of \$25,602,000. James Stillman is the President of the bank and is one of the largest financiers in the city.

Vice-Presidents, Samuel Sloan, A. G. Loomis, G. S. Whitson, William A. Simonson and F. A. Vanderbilt; cashier, Horace M. Kilborn; assistant cashier, W. H. Tappan; A. Kavanagh and J. A. Stillman. The directors include William Rockefeller, John D. Rockefeller, Jr., Robert W. Fernald, George W. Perkins, J. P. Morgan & Co., Moses Taylor, Jacob H. Schiff, Edward H. Harriman, Henry O. Havemeyer, John A. McCall, M. P. Ryan, Charles S. Fairchild, Stephen S. Palmer, James H. Post, John W. Sterling, William Douglas Sloan and Henry A. C. Taylor.

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TO BE A FORTY-MILLION BANK.

NATIONAL CITY BANK WILL
HAVE \$25,000,000 CAPITAL.

And \$15,000,000 Surplus—With the Bank's Growing Business and Deposits Ranging Above \$150,000,000 the Old Capitalization Was Deemed Too Small.

After a meeting of the directors of the National City Bank yesterday this notice was given out:

The directors of the National City Bank of New York to-day unanimously recommended to its shareholders that the capital stock of the bank should be increased from \$10,000,000 to \$25,000,000 by the issuance of 150,000 additional shares of stock. The present capital of the bank is \$10,000,000 and the present surplus about \$7,500,000. The new stock will be offered to shareholders for subscription at 150 per cent. This will require \$22,500,000 and the new capital of \$25,000,000, an additional surplus of \$7,500,000, so that when the new stock is paid for the capital and surplus of the bank will be respectively \$25,000,000 and \$15,000,000.

A special meeting of the shareholders to vote upon this question of increase of the capital and surplus of the bank will be called for an early day in June. The date must be fixed by the new stock will probably be about July 1 next.

The capital and surplus, together amounting to \$10,000,000, are nearly double the combined capital and surplus of the next largest bank in this city, the First National whose capital is \$10,000,000 and surplus \$11,000,000.

This increase of capital has been made especially necessary because of the great extension of the bank's business abroad, although the changed character of the banking business in this city, where the tendency has been steadily toward centralization, has also played an important part in this volume of deposits.

The management of the National City Bank has decided that it can utilize a larger amount of money to advantage in the bank's operations. With a volume of deposits ranging above \$150,000,000 it has been realized that the capital was too small. The bank is constantly concerned in financial operations of magnitude, and it is including important transactions connected with the Government. The law prohibits a bank from making a loan of more than 10 per cent. of the amount of its capital stock to any one borrower.

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For Friday and Saturday,
Men's 50c. new
Spring Neckwear, at

15c

Women's and Misses'
Shirt Waist Suits.

Women's Shirt Waist Suits, sheer white lawn, waist trimmed with tucks and buttons; tucked flounce skirt; at \$3.94.

Women's Shirt Waist Suits, sheer white lawn, waist trimmed with bias folds of black and white striped lawn; at \$4.88

Women's Shirt Waist Suits, black lawn, tucked waists; skirt finished with two flounces; at \$4.88

Women's Shirt Waist Suits, made of green, blue and rose batiste, tucked waist, finished with high collar and straight cuffs; two-flounce skirt, finished with black lawn piping; at \$5.88

Misses' Shirt Waist Suits, made of figured percales, black, pink, blue, oxblood and navy, wide and narrow stripes, waist finished with tucks, straight cuffs and high collar; flounce skirt, sizes 12, 14 and 16 years; at \$2.24

Misses' Shirt Waist Suits, made of lawn, with blue, pink, tan and rose dots and stripes, hemstitched lawn collar and yoke; flounce skirt, sizes 12, 14 and 16 years; at \$3.98

Women's Underwear.

Women's Lisle Thread Vests, long neck and sleeveless, neck finished with silk ribbon and lace, at 19c.

Women's Lisle Thread Vests, fine and Richelieu ribbed, long neck and sleeveless, lace fronts and shoulders, finished with silk tapes, sold elsewhere at 50c.; our price \$29c.

Women's Shaped Ribbed Cotton Vests, high neck, long and short sleeves, neck and front finished with hand-crocheted silk edging; pants to match, French bands, knee lengths; at 46c.

Women's Shaped Ribbed Cotton Combination Suits, high neck, short sleeves, knee length, neck finished with silk ribbon, pearl buttons, at 46c.

Women's Lisle Thread Combination Suits, long and short sleeves, high neck and ankle length, front and neck trimmed with hand-crocheted silk edging; at 74c.

Children's Gauze Cotton Vests, short sleeves, finished with silk binding, pearl buttons, all sizes; at 24c.

Boys' Balbriggan Shirts, long and short sleeves, drawers to match, long and knee length, all sizes, at 37c.

Women's Hosiery.

Women's Imported Black Cotton Hose, all black, and black with white-bleached split feet, double soles, heels and toes, 19c.

Women's Imported Black Ingrain Lisle Thread Hose, Richelieu and Rembrandt ribbed, white, tipped heels and toes, also black plain Richelieu and Rembrandt ribbed, with pure white and unbleached split feet; at 29c.

Women's Imported Black Lisle Thread, large variety of handsome patterns, sold elsewhere at 30c.; our price 29c.

Women's Lisle Thread Hose, plain white ground, neat black figures; also black and white checks and stripes; at 44c.

"Empress" Shoes.

Women's Lace Shoes, patent leather, dull dongola tops, high Louis XV. heels, flexible turned soles; sold elsewhere at \$3.50; our price \$2.80.

Women's Button and Lace Shoes, fine kid, patent leather tips, Cuban heels and turned soles, sold elsewhere at \$3.50; our price \$2.80.

Women's Oxford Shoes, "Ideal" kid, new, narrow toe shapes, straight patent leather tips, Cuban heels and light welt soles, sold elsewhere \$2.99 at \$3.50; our price \$2.80.

Women's Oxford Shoes, fine chrome kid, straight patent leather tips, new toe shape, Cuban heels and turned soles, sold elsewhere at \$4.00; \$2.99 our price.

Men's Lace Shoes and Oxford Shoes, made of box and wax calf, hand-sewed welts, extension soles, English last, all sizes and widths, sold elsewhere at \$3.00; our price \$1.98.

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R. H. Macy & Co.'s Attractions Are Their Low Prices.

Macy's

Both Sides 14th St. from 13th to 15th, 6th Av.

For Friday and Saturday,
Men's 75c. new
Spring Neckwear, at

24c

All-silk and Silk-and-Wool
Black Novelty French Dress
Goods Marked Down.

The fabrics are the richest weaves and the most elegant styles that you'll see. Our original prices were very much less than anywhere else. That fact may help you to a realizing sense of what great values they are at present rates.

We've rounded up every piece of Black and Colored Dress Goods that measures under eight yards and reduced the prices as follows:

Former Prices, Present Prices,
29c to \$1.49 19c. to 79c.

The lots include all the best and most desirable weaves.

1½ to 8 yds. Remnants 1½ to 8 yds. Colors Colors Colors

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